

We must end the plague of gun violence that claims so many innocent lives.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, July 21, 1999, the Federal debt stood at \$5,630,350,182,425.20 (Five trillion, six hundred thirty billion, three hundred fifty million, one hundred eighty-two thousand, four hundred twenty-five dollars and twenty cents).

One year ago, July 21, 1998, the Federal debt stood at \$5,535,209,000,000 (Five trillion, five hundred thirty-five billion, two hundred nine million).

Five years ago, July 21, 1994, the Federal debt stood at \$4,628,452,000,000 (Four trillion, six hundred twenty-eight billion, four hundred fifty-two million).

Ten years ago, July 21, 1989, the Federal debt stood at \$2,802,628,000,000 (Two trillion, eight hundred two billion, six hundred twenty-eight million) which reflects a debt increase of almost \$3 trillion—\$2,827,722,182,425.20 (Two trillion, eight hundred twenty-seven billion, seven hundred twenty-two million, one hundred eighty-two thousand, four hundred twenty-five dollars and twenty cents) during the past 10 years.

OKLAHOMA CITY NATIONAL MEMORIAL INSTITUTE FOR THE PREVENTION OF TERRORISM

Mr. INHOFE. Mr. President, I am pleased to rise today to lend my support for the inclusion of \$15,000,000 million for the Oklahoma City National Memorial Institute for the Prevention of Terrorism. This important funding brings to completion the creation of the Oklahoma City National Memorial Trust as specified by PL. 104-58.

During the 104th Congress, we created the Oklahoma City National Memorial Trust to commemorate the bombing of the Alfred P. Murrah Federal Building in Oklahoma City. The Oklahoma City National Memorial will consist of three components: the actual Memorial, an interactive learning museum, and the Memorial Institute now funded in this legislation.

Fundraising for the symbolic Memorial and the Memorial Center is nearly complete and construction for the symbolic Memorial is complete. With the funding provided in this legislation, the Memorial Institute is one step closer to a reality. Already, an implementation plan for the Memorial Institute is complete and work has begun to prepare for the construction.

In preparation, the Oklahoma City National Memorial Foundation and the Oklahoma City Memorial Trust have entered into a partnership with the Oklahoma Alliance for Public Policy Research to establish an operational relationship for the Memorial Institute. The Alliance consists of all of Oklahoma's research universities (Oklahoma State, University of Oklahoma, and Tulsa University), while the

University of Oklahoma Health Sciences Center will perform the administrative and functional duties as directed by the Institute's management team.

The Alliance meets the joint public-private partnership arrangement provided for in the Oklahoma City National Memorial Trust Act. This joint partnership is both prudent and necessary as Oklahoma and the nation begins to consider the broader implications of domestic terrorism.

The Memorial Institute will be the only institute of its kind in the nation dedicated to understanding, deterring, and mitigating against terrorism. Naturally, it is only fitting that such a center is located in Oklahoma given our close, personal relationship with domestic terrorism. Yet this Memorial Institute will go beyond being just another reminder of the tragic event that struck Oklahoma and the nation early in the morning of April 19, 1995.

The Memorial Institute will also provide a collaboration and exchange of knowledge between public and private, Federal and state, and military and civilian efforts to counter terrorism. Another important issue that will be researched at the Memorial Institute is how to better coordinate and integrate health care and medical efforts associated with our response to terrorism. This collaborative research on emerging counter-terrorism projects will lend key insights to ensuring that the events of April 19 never occur again.

Mr. President, I thank the Chairman, Senator GREGG, and the Ranking Member, Senator HOLLINGS, for efforts to secure this important funding for the Memorial Institute. Their efforts will long be remembered by the researchers who spend time at the Memorial Institute and the American public who stand to gain countless benefits from their research. Oklahoma and the Nation thank them.

COMMENDING A NAVAL AVIATOR

Mr. ALLARD. Mr. President, I would like to take this opportunity to commend a constituent of mine from Fort Collins, Colorado—Lieutenant Commander Carl Oesterle, an F-18 pilot on the air craft carrier U.S.S. *Constellation*. Colorado is a state blessed with a large number of dedicated active duty personnel and retired military, and as a member of the Armed Services Committee I like to take the opportunity to commend our personnel when they conduct themselves in a top notch manner.

I am sure that LCDR Oesterle would insist that he was doing nothing more than his duty on June 23, while participating in a night training mission in the Pacific. But his actions in salvaging his seriously disabled fighter by conducting an emergency landing on the Constellation demonstrate the excellent training and dedication of our nation's fighter pilots. The episode is outlined very well in a July 9, article

in the Washington Times and I ask unanimous consent that this article be printed in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Washington Times, July 9, 1999]

INSIDE THE RING—NAVY HEROICS

(By Bill Gertz and Rowan Scarborough)

The Navy aviation community is buzzing over the heroics of an F-18C pilot on the carrier USS *Constellation*, or "Connie" to her friends.

On June 23, as the pilot catapulted off the deck in the Pacific for a night mission, he experienced twin engine problems blamed on the dreaded ingestion of foreign objects, such as a metal washer or shirt button, that sometimes miss detection on deck, according to a Navy source.

The \$35 million strike fighter was so crippled, aviators on the Connie thought the pilot would quickly bail out.

But instead of taking the easy way, the pilot stuck with the plane, coaxing its altitude up to 80 feet, then 150 as he jettisoned fuel.

Meanwhile, the ship's crew scurried to erect netting, called a barricade, to trap the aircraft if the pilot could achieve enough speed and altitude to manhandle it into landing position.

His first pass was high. On a second try, as tension grew and the landing signal officer barked commands via radio, the pilot hit the barricade dead center. The ship erupted in cheers.

"Everyone on the platform was hugging and almost in tears," said an officer who helped the pilot to safety. "Our prayer was definitely answered as Oyster (the pilot's nickname) popped open the canopy and hopped out of the jet."

What motivated the pilot to risk his life to save the plane?

A naval pilot in Washington offered this: "It's long been a question in flying circles on when to make the determination it's time to eject. With today's zero-defect-mentality and second-guessing. There's tremendous pressure for a guy to stay with the airplane. It's a tough call."

Cmdr. Dave Koontz, a Navy spokesman in San Diego, could not confirm that the pilot encountered double engine problems. He said one engine failed and the Navy has started an inquiry to find out why.

"You're trained to handle emergencies and there is a variety of emergencies that come up," said Cmdr. Koontz, a former helicopter pilot who served on the Constellation. "I personally think what he did was pretty heroic."

MESSAGES FROM THE HOUSE

At 3:52 p.m., a message from the House of Representatives, delivered by Mr. Berry, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 1995. An act to amend the Elementary and Secondary Education Act of 1965 to empower teachers, improve student achievement through high-quality professional development for teachers, reauthorize the Reading Excellence Act, and for other purposes.

The message also announced that the House has passed the following bills, with amendments, in which it requests the concurrence of the Senate.

S. 880. An act to amend the Clean Air Act to remove flammable fuels from the list of